

OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312

Columbus, Ohio 43215

(614) 466-0880

CB407

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

**APPLICANT NAME
STREET**

City of Madeira

7141 Miami Avenue

CITY/ZIP

Madeira, Ohio 45243

PROJECT NAME

Camargo Road Culvert Improvements at Demar Rd.

PROJECT TYPE

SI2P

TOTAL COST

\$ 750,000

**DISTRICT NUMBER
COUNTY**

2

Hamilton

PROJECT
TERMINATED
BY
APPLICANT

91 AUG 1 AIO : 55

OFFICE OF THE
COUNTY ENGINEER

PROJECT LOCATION ZIP CODE 45243

DISTRICT FUNDING RECOMMENDATION To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: \$ 675,000.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation

☒ Grant

☐ Loan

☐ Loan Assistance

☐ State Issue 2 Small Government Fund

☐ State Issue 2 Emergency Funds

☐ Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____

OPWC FUNDING AMOUNT: \$ _____

1.0 APPLICANT INFORMATION

1.1 CHIEF EXECUTIVE
OFFICER
TITLE
STREET

Thomas W. Moeller
City Manager
7141 Miami Avenue

CITY/ZIP
PHONE
FAX

Maderia, Ohio 45243
(513) 561 - 7228
(513) 561 - 6062

1.2 CHIEF FINANCIAL
OFFICER
TITLE
STREET

Eileen Pope
Finance Director
7141 Miami Avenue

CITY/ZIP
PHONE
FAX

Maderia, Ohio 45243
(513) 561 - 7228
(513) 561 - 6062

1.3 PROJECT MGR
TITLE
STREET

Bruce G. Brandstetter
Vice President
424 East Fourth Street

CITY/ZIP
PHONE
FAX

Cincinnati, Ohio 45202
(513) 651 - 4224
(513) 651 - 0147

1.4 PROJECT CONTACT
TITLE
STREET

Thomas W. Moeller
City Manager
7141 Miami Avenue

CITY/ZIP
PHONE
FAX

Maderia, Ohio 45243
(513) 561 - 7228
(513) 561 - 6062

1.5 DISTRICT LIAISON
TITLE
STREET

William Brayshaw, P.E., P.S.
Chief Deputy Engineer
Hamilton County Engineer's Office
223 West Galbraith Road
Cincinnati, Ohio 45215

CITY/ZIP
PHONE
FAX

(513) 761 - 7400
(513) 761 - 9127

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Camargo Culvert Improvements at Demar Road

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. SPECIFIC LOCATION:

The project is located along Camargo Road near the intersection of Demar Road.

B. PROJECT COMPONENTS:

The project consists of removing and replacing approximately 590 L.F. of culvert. The existing structure is in critical condition. Please see the attached report and reduced plan.

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

Project includes:

1. 20'W x 10'H concrete arch culvert.
2. Culvert crosses under Camargo Road.

D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

The project will replace (or repair) a section of the culvert.
The hydraulic capacity of the culvert shall (not) change.
The bridge currently carries 8,000 cars (9600 people).

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying Instructions for further detail.

Please see attached Engineering Report Concerning culvert

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ -0-
	2. Final Design	\$ -0-
	3. Construction Supervision	\$ -0-
b)	Acquisition Expenses	
	1. Land	\$ -0-
	2. Right-of-Way	\$ -0-
c)	Construction Costs	\$ 685,000.
d)	Equipment Costs	\$ -0-
e)	Other Direct Expenses	\$ -0-
f)	Contingencies	\$ 68,500
g)	TOTAL ESTIMATED COSTS	\$ 750,000

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

	Dollars	%
a)	Local In-Kind Contributions *	\$ -0- -
b)	Local Public Revenues	\$ 41,000. 6%
c)	Local Private Revenues	\$ -0- -
d)	Other Public Revenues	
	1. ODOT	\$ -0- -
	2. FMHA	\$ -0- -
	3. OEPA	\$ -0- -
	4. OWDA	\$ -0- -
	5. CDBG	\$ -0- -
	6. Other <u>MRF</u>	\$ 34,000. 4%
e)	OPWC Funds	
	1. Grant	\$ 675,000. 90%
	2. Loan	\$ -0- -
	3. Loan Assistance	\$ -0- -
f)	TOTAL FINANCIAL RESOURCES	\$ 750,00 100%

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	\$ _____
2)	_____	_____	\$ _____
3)	_____	_____	\$ _____
TOTAL OF PREPAID ITEMS			\$ _____

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 750,000	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	\$ 675,000	90 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ -0-	-0- %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	\$ -0-	-0-

4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN _p	06 / 15 / 91	12 / 15 / 91
4.2 BID PROCESS	03 / 01 / 92	04 / 01 / 92
4.3 CONSTRUCTION	06 / 01 / 92	09 / 01 / 92

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Thomas W. Moeller, City Manager

Certifying Representative (Type Name and Title)

Thomas W. Moeller 07/31/91

Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

<input checked="" type="checkbox"/>		A <u>five-year Capital Improvements Report</u> as required in 164-1-31 of the Ohio Administrative Code and a <u>two-year Maintenance of Local Effort Report</u> as required in 164-1-12 of the Ohio Administrative Code.
<input checked="" type="checkbox"/>		A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> .
<input checked="" type="checkbox"/>		A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> .
<input checked="" type="checkbox"/>		A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts. (Will provide under separate cover)
<input checked="" type="checkbox"/>	YES N/A	A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).
<input checked="" type="checkbox"/>	YES N/A	Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

Donald C. Schramm, Chairperson District 2 Integrating Committee
Certifying Representative (Type Name and Title)

Donald C. Schramm 9/24/91
Signature/Date Signed

FIVE YEAR STREET IMPROVEMENT PLAN
MADEIRA, OHIO
JULY 31, 1991

1992	Laurel Avenue	\$ 50,000.
	(Miami to West End)	
	Fowler Avenue	74,000.
	(Southside to Euclid)	
	Summit Avenue	32,000.
	Mayfield Avenue	16,000.
	Southside Avenue	<u>37,000.</u>
		\$ 209,000.
1993	North Mingo Drive	\$ 42,000.
	South Mingo Drive	58,000.
	Mayfield Drive	12,000.
	Woodsway Drive	35,000.
	Morrison Avenue	<u>9,000.</u>
		\$ 156,000.
1994	Thomas Drive	\$ 84,000.
	(200' S of Dee To Euclid)	
	Maplespur Lane	20,000.
	Margo Lane	<u>30,000.</u>
		\$ 134,000.
1995	Thomas Drive	\$ 70,000.
	(Bucky Crescent to 200'	
	South of Dee)	
	Kaywood Drive	<u>32,000.</u>
		\$ 102,000.
1996	Juler Avenue	\$ 45,000.
	(Miami to South of Dee)	
	Cherokee Drive	<u>67,000.</u>
		\$ 112,000.

TWO YEAR MAINTENANCE OF LOCAL EFFORT REPORT
1992 STATE ISSUE II APPLICATION
MADEIRA, OHIO
JULY 31, 1991

I. 1989 CAPITAL IMPROVEMENT SUMMARY

Improvements consisted of both street and storm projects.

Street improvements include base and curb repairs and asphalt overlay. The total construction cost were approximately \$225,000. The street improvements are located at:

Marvin Avenue
Naomi Avenue
Done Avenue
Maple Ridge Drive
North and South Mingo
Eleck Place
Maple Avenue

Storm improvements included new storm pipe on Wallace Avenue, Kenview Drive and South Timberlane. Total Construction cost was approximately \$139,000.

II. 1990 CAPITAL IMPROVEMENT SUMMARY

Improvements are both street and storm projects.

Storm improvements, where completed, on Maple, Fowler, Mayfield and Southside Drives \$180,000 (100,000 local funds) and McDonald's Culvert Extension for \$120,000 (100% local funds). Camargo Road shall be stabilized for \$190,000 (\$32,000 local funds). Hosbrook House shall be rehabilitated for \$150,000 (100% CDBG Funds).

Street improvements included the following streets:

Maple Ridge Avenue
Oakvista Avenue
Kencrest Avenue
Loannes Court
Loannes Drive
Wallace Avenue

Total cost approximately \$153,000.

III. 1991 CAPITAL IMPROVEMENTS SUMMARY

Improvements consisted of both street and storm projects.

Street Improvements including full depth repairs, new curb and paving. The budget is \$150,000, and includes the following streets:

Ester Lane
Coachlite Way
Margo Lane
Malespur Lane

Storm improvements are estimated to cost \$150,000 and include new storm pipe and catch basins on Miami and Juler Avenues (\$110,000), culvert repairs on Kenwood Road and the City's share of funds for the bridge replacement on Camargo Road at Sycamore Creek.

ADDITIONAL SUPPORT INFORMATION

For 1992, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, should be provided to substantiate the stated percentage.

Typical examples are:

Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

Total number of bridges = 7

Total number of bridges in poor condition = 1

% of bridges in poor condition = 14%

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Poor	<u> X </u>
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The Bridge has a general condition rating of 3.

Headwall at upstream end needs to be reconstructed along
with actual repairs of the culvert.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule.

3 months

Please indicate the current status of the project development by circling the appropriate answers below. PROVIDE ACCURATE ESTIMATE.

- a) Has the Consultant been selected?..... Yes No N/A
- b) Preliminary development or engineering completed? Yes No N/A
- c) Detailed construction plans completed?..... Yes No N/A
- d) All right-of-way acquired?..... Yes No N/A
- e) Utility coordination completed?..... Yes No N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed.

Detailed Plans - 2 months, Utility Coordination - 2 months

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

The safety of the culvert will be increased. The possibility of emergency failure exists. Over 8000 cars per day use this road.

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM OF 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

MRF & Local Funds

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.

COMPLETE BAN _____ PARTIAL BAN _____ NO BAN X

Will the ban be removed after the project is completed? YES _____ NO _____

Document with specific information explaining what type of ban currently exists and what agency that imposed the ban.

N/A

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

Over 8000 cars (9600 people) use Camargo Road per Day

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

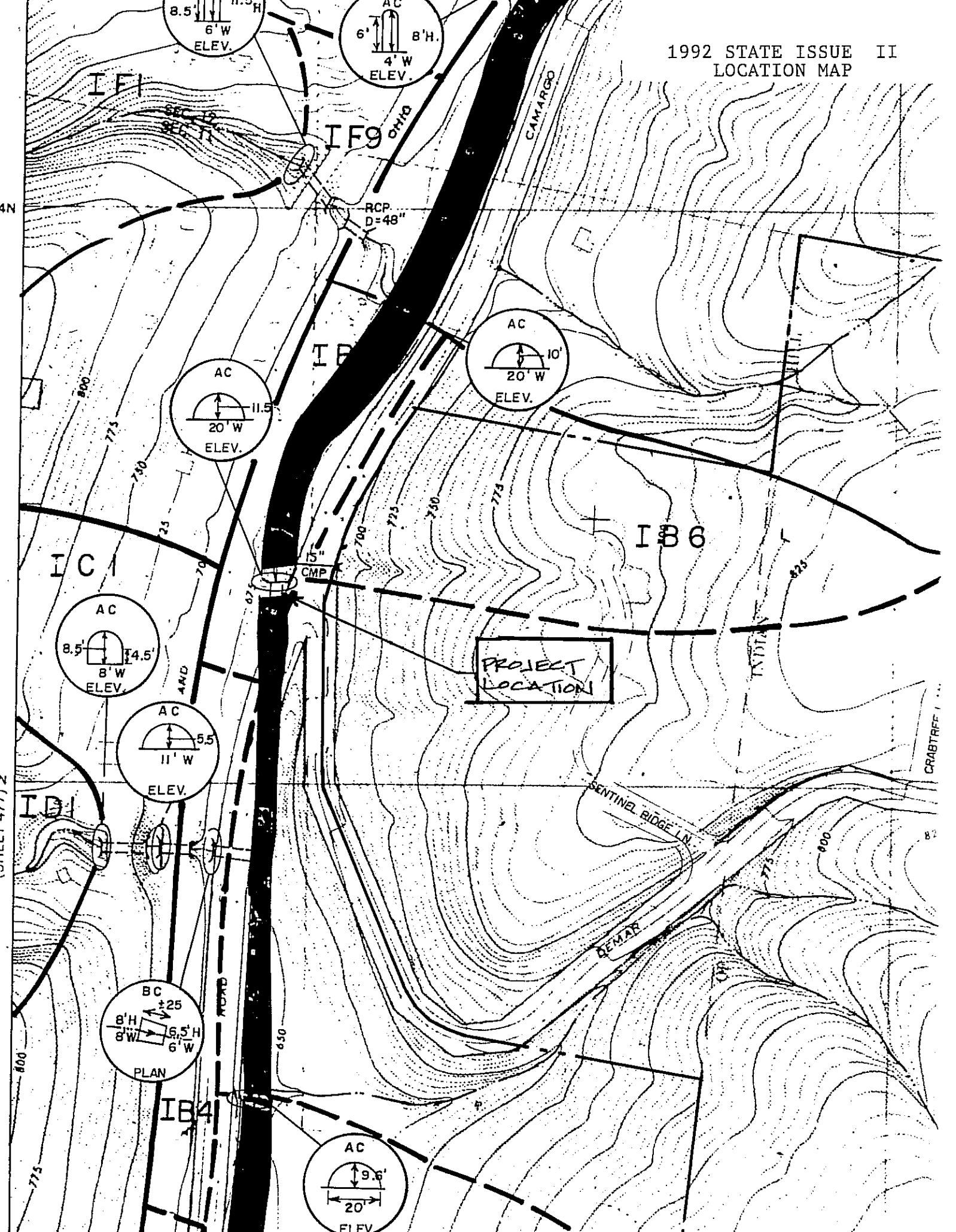
Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

Residents of Madeira and Indian Hill are directly affected, as well as

Camargo Road travellers from Cincinnati, Columbia Township and Symmes Township.

1992 STATE ISSUE II
LOCATION MAP



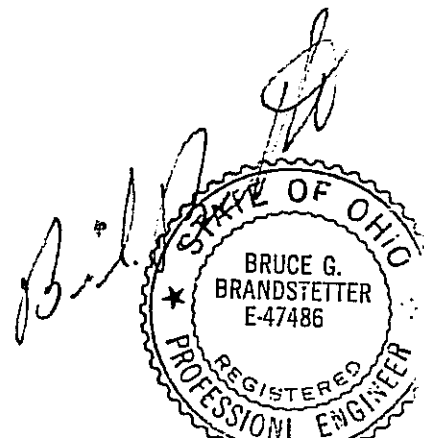
Brandstetter/Carroll, Inc.
Architects Engineers Planners

**CONSTRUCTION COST ESTIMATE
CAMARGO ROAD CULVERT IMPROVEMENTS
AT DEMAR ROAD
MADEIRA, OHIO
JULY 30, 1991**

RECONSTRUCTION

Clearing and Grubbing	Lump Sum	\$ 5,000.
Remove & Replace 20'x 10' Arch Culvert	591 Ft. @ \$ 700./L.F.	413,700.
Headwalls	2 Each @ \$ 15,000./Each	30,000.
Temporary Shoring	11,820 S.F. @ \$ 18./S.F.	212,760.
Pavement Restoration	60 C.Y. @ \$100./C.Y.	6,000.
Maintenance of Traffic	Lump Sum	10,000.
Restoration	Lump Sum	<u>7,500.</u>
		\$ 684,960.
	Contingency @ 10%	<u>68,496.</u>
	Round Off	\$ 750,000.

This is to certify that the useful life of this improvement project, upon satisfactory completion will be in excess of 30 years.



DISTRICT 2
PROPOSED 5 YEAR CAPITAL IMPROVEMENT PROGRAM
ISSUE 2 FUNDS ONLY

FORM 10-10-89

Maderia, Ohio
 NAME OF JURISDICTION/AGENCY

IDENTIFICATION CODE (See attachment 5)

TYPE PROJECT
 (SUFFIX)
 A - REHABILITATION
 B - REPLACEMENT
 C - BETTERMENT

1. BRIDGE
 F.O.-FUNCTIONALLY OBSOLETE
 S.D.-STRUCTURALLY DEFICIENT
 2. ROADWAY
 3. STORM WATER
 4. WASTE WATER
 5. WATER SUPPLY
 6. SOLID WASTE DISPOSAL
 7. FLOOD CONTROL

PROJ. PRIORITY NO. (FOR STAFF USE)	PROJECT NAME	TYPE PROJ	PROJECT LOCATION, LIMITS OR BRIDGE NO.	CURRENT CONDITION (FOR BRIDGES USE F.O. X 1.2) OR S.D)	DAILY USERS (DAILY TRAFFIC X 1.2)	TOTAL PROJECT COST INCLUDING P.E. AND R/W	ESTIMATED CONST. COST	IS CONST. FUNDED IN OVERALL 5 YEAR CAPITAL IMPROVEMENT	CAN PROJ. BE BID EARLIER WITH ISSUE 2 FUNDS % OF	INFRASTRUCTURE FUNDS
FUNDING YEAR 1992	Camargo Road Bridge	B	MAD- 0098	35	9600			No	Yes	90
FUNDING YEAR 1993	Juler/Miami Avenue Storm Sewers	B	Miami Avenue Oster and Juler	N/A	50	135,000	125,000	Yes	Yes	45
FUNDING YEAR 1994	Central Business Dist. Storm Improvements, Phase I	B	Miami Avenue	N/A		400,000	350,000	No	Yes	90
FUNDING YEAR 1995	Central Business Dist. Phase II	B	Miami and Laurel Ave.	N/A		200,000	175,000	No	Yes	90
FUNDING YEAR 1996	Miami Ave Reconstruction	C	Miami Avenue			300,000	260,000	No	Yes	90

CITY OF MADEIRA

STORM WATER CAPITAL PROJECT BUDGET

FY 1989-94

Project	Project Description	Project Cost	Method	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994
1	Thomas Drive/Sycamore Creek	171,000	Issue II Co. Road & Bridge			171,000			
2	Timberlane/Cenntrol Bus. Dist. Parallel Storm System	513,000	TBD	23,000					
3	Maple, Wallace, Fowler Ave. 30 inch pipe replacement and catch basins	271,000	Notes/ Issue II Funds	89,000	182,000 City Share 100,000				
4	Kenview Drive Replace pipe, regrade channel	33,000	Notes	33,000					
5	Kenwood Road Culvert replacement	27,000	Notes						27,000
6	Margo lane Pipe Replacement	37,000	Notes						37,000
7	Miami Avenue Pipe and catch basins	50,000	Notes			50,000			
8	Osler Ct./Juler Av. Pipe and catch basins	80,000	Notes				80,000		
9	6600 Kenview Drive Pipe replacement	14,000	Notes					14,000	
10	Rita Lane Pipe and catch basins	85,000	Notes					85,000	
TOTAL		1,281,000		145,000	100,000	221,000	80,000	99,000	64,000

CITY OF MADEIRA
1990 ANNUAL
COMBINED FINANCIAL REPORT

GOVERNMENTAL FUNDS

Revenues	
Taxes	\$1,694,103
Licenses & Permits	23,792
Intergovernmental	
Revenues	741,391
Charges for Services	14,409
Investment Earnings	308,953
Fines & Forfeitures	53,446
All Other Revenues	3,746
TOTAL REVENUES	<u>\$2,839,840</u>

Expenditures	
Security of Persons	
and Property	1,072,227
Leisure Time Activities	90,749
Transportation	553,994
General Government	506,122
Capital Outlay	572,163
Debt Service	
Principal Retirement	15,000
Interest & Fiscal Charges	270,814
TOTAL EXPENDITURES	<u>\$3,081,069</u>

Excess (Deficiency) of	
Revenues Over	
Expenditures	(241,229)
Proceeds from	
Bonds Issued	-0-
Notes Issued	-0-

Fund Balance - 1/1/90	<u>2,366,850</u>
Fund Balance - 12/31/90	<u>\$2,125,621</u>

SUMMARY OF INDEBTEDNESS

Outstanding 1/1/90	
G.O. Bonds	\$ 2,615,000
G.O. Notes	<u>1,425,000</u>
Changes for the Year	
Bonds Issued	-0-
Notes Issued	1,325,000
Bonds Retired	(15,000)
Notes Retired	(1,425,000)
Outstanding 12/31/90	
G.O. Bonds	2,600,000
Notes	<u>1,325,000</u>
TOTAL OUTSTANDING 12/31/90	<u>\$ 3,925,000</u>

<u>Fund Balance</u>	
Cash	\$ 300
Investment	3,599,272
Taxes Receivable	414,538
Inventory	<u>14,910</u>
SUBTOTAL	4,029,020
Less:	
Accrued Payroll	21,470
Accounts Payable	79,408
Due to other Governments	2,415
Deferred Revenue	414,538
Notes Payable	1,325,000
Interest Payable	<u>60,568</u>
TOTAL	<u>\$2,125,621</u>

<u>Memorandum Data</u>	
Assessed Valuations	\$135,436,130
Inside 10 Mil	1.3
Outside 10 Mil	6.2
Municipal	
Income Tax Rate	1.0%
Estimated Population	9,141

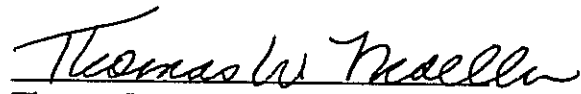
I certify the above report to be correct and true to the best of my knowledge.

Donna E. Bryant, CPA
Treasurer
City of Madeira

STATUS OF FUNDS REPORT
1992 STATE ISSUE II APPLICATION
MADEIRA, OHIO
JULY 31, 1991

This is to certify that the \$41,000 will be available if the project listed in this application is selected for State Issue II Funding.

The Funds are available in our Capital Improvement Account.



Thomas W. Moeller
City Manager
City of Madeira

A:\SSUE2\9116
TAB

**Graham, Obermeyer
and Partners Ltd.**
Structural Engineers



July 31, 1991

Mr. Jeff Bonecutter
Brandstetter-Carroll & Associates
424 East Fourth Street
Cincinnati, Ohio 45202

Re: Camargo Road Culvert

Dear Mr. Bonecutter:

My partner, Mike Frank, examined the Camargo Road Culvert. He found various forms of distress throughout the length of the concrete arch culvert. There was erosion of the bottom slab and of the bottom portions of the arch. In many areas, the arch was cracked and obviously deflected. If left uncorrected, failure of the arch is likely to occur.


We have estimated and forwarded to you the probable construction costs involved for replacing the culvert with a new precast arch culvert and for repairing the existing culvert by placing pneumatically applied concrete on the inside of the bottom slab and the arch.

Although there is a considerable difference between the costs, we feel that replacement is a more cost effective solution. The life cost of the new culvert should be much less than for the relatively short anticipated life of the repair.

Please let me know if you have any questions.

Sincerely,

GRAHAM, OBERMEYER AND PARTNERS, LIMITED


Elmer J. Obermeyer, Jr.

RESOLUTION NO. 20 - 91

AUTHORIZING THE CITY MANAGER TO SUBMIT AN
APPLICATION FOR STATE ISSUE II INFRASTRUCTURE
IMPROVEMENT FUNDS FOR THE REPAIR/REPLACEMENT
OF THE CAMARGO ROAD CULVERT

WHEREAS, the Hamilton County Engineer's Office has notified the City of Madeira of the structural deficiencies in the Camargo Road Culvert, and;

WHEREAS, City Council has authorized the study of the work to correct these deficiencies, and;

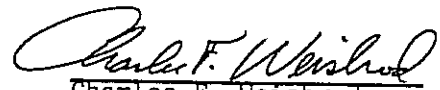
WHEREAS, the Public Works Committee and the City Manager recommend that this project be submitted for funding under the State Issue II infrastructure Improvement Program.

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Madeira, State of Ohio:

SECTION 1. That the City Manager is hereby authorized to submit to the State Issue II Integrating Committee an application for funding under the State Issue II Infrastructure Improvement program for the Camargo Road Culvert Project.

SECTION 2. That this Resolution shall take affect from and after the earliest period allowed by law.

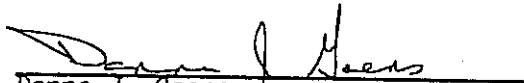
Passed this 19 day of August, 1991


Charles F. Weisbrod
Mayor

RES. NO. 20-91 WAS PASSED
BY THE FOLLOWING VOTE:

AYES
C. Weisbrod
R. Staubach
D. Imwalle
M.J. Morgan
R. Siebert
C. Paniel
B. Eggers

NAYS


Donna J. Goens
Clerk of Council

a:|91res20.mcc

BRIDGE INSPECTION REPORT

國外·國外 附錄 Q1-77

3	1	3	2	3	5	8
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STRUCTURE FILE NUMBER 1

HAM S0292 0098HMO

MUNI= 2395

2200

BRIDGE NUMBER

CQ

ROUTE

UNIT

LITTLE DUCK CREEK

YEAR BUILT

HAM

DISTRICT _____

BRIDGE TYPE

TYPE SERVICE

DECK		TYPE	CONG	TYPE		CONG
1 FLOOR	8			2 WEARING SURFACE	56	
3 CURBS & WALKWAYS	10			4 MEDIAN	58	
5 RAILING	12			6 DRAINAGE	59	
7 EXPANSION JOINTS	14			8. SUMMARY	61	
SUPERSTRUCTURE		MAX.SPAN= 20		TOT.LENGTH= 24		
9 ALIGNMENT	16			10 BEAMS or GIRDERS	62	
11 DIAPHRAGMS or CROSSFRAMES	17			12 JOIST	54	
13 FLOOR BEAMS	18			14 FLOOR BEAM CONNECTIONS	65	
15 VERTICALS	19			16 DIAGONALS	66	
17 END POST	20			18 TOP CHORD	67	
19 LOWER CHORD	21			20 LOWER LATERAL BRACING	68	
21 TOP LATERAL BRACING	22			22 SWAY BRACING	69	
23 PORTALS	23			24 BEARINGS	70	
25 ARCH	24			26 ARCH COLUMNS or HANGERS	72	
27 SPANDRAL WALLS	25			28 SUSPENSION SYSTEM	73	
29 SUSPENDERS	26			30 TOWERS	74	
31 BENT POST	27			32 ANCHORAGE	75	
33. BRIDGE MACHINERY	28			34 PAINT	76	
35. LIVE LOAD RESPONSE	29			36. SUMMARY	79	
SUBSTRUCTURE		SPANS= 1				
37. ABUTMENTS	30			38 ABUTMENT SEATS	80	
PIERS= 0				40 PIER SEATS	81	
39. PIERS	33			42 WINGWALLS	82	
41. BACKWALLS	36			44. SUMMARY	83	
43 FENDERS & DOLPHINS	37			46 ALIGNMENT	84	2
CULVERTS MAT.=CONCRETE		6	6	48. SUMMARY	85	3
45. GENERAL	38	1	1	50 PROTECTION	86	1
47. HEADWALLS or END WALLS	40	3	3	52. SUMMARY	88	6
CHANNEL				54 ALIGNMENT.	89	2
49 ALIGNMENT	42	2	2	56 APPROACH SLABS	90	
51 WATERWAY ADEQUACY	43	1	1	58 RELIEF JOINTS	91	
APPROACHES BRDG.RD.WIDTH=		2	2	60. SUMMARY	92	6
53 PAVEMENT	44	2	2	62 WARNING SIGNS	93	
55. GRADE	46	2	2	64 MAINTENANCE RESPONSIBILITY	94	
57. GUARD RAIL	47	0	0	66. GENERAL APPRAISAL & OPERATIONAL STATUS	95	3
59 EMBANKMENT	49	2	2			
GENERAL						
61 NAVIGATION LIGHTS	50					
63 INSPECTION RESPONSIBILITY	51	3	3			
MVC ON=9999 UN=0000						
65 VERTICAL CLEARANCE	52	N	N			

Note: would suggest some concrete cores be taken and tested to determine deterioration. Concrete Arch pipe shows cracking. Upstream Invert gone

7 INSPECTED BY *[Signature]* 58 REVIEWED BY *Stephen A. May PE*

SIGNED *[Signature]* 57 INITIALS *[Boxed: 57]* 1 1 1 1 1 1 1 1 1 1 SIGNED *[Signature]* 58 INITIALS *[Boxed: 58]*

DATE *[Boxed: 090689]* *[Boxed: 1111111111]* *[Boxed: 832120]*

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2)
LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)
DISTRICT 2 - HAMILTON COUNTY
1992 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: MADEIRA

PROJECT IDENTIFICATION: CAMARGO RD. CULVERT

PROPOSED FUNDING: _____

ELIGIBLE CATEGORY: _____

POINTS

- 10 1) Type of project
- 10 Points - Bridge, road, stormwater
 - 5 Points - All other projects
- 10 2) If Issue 2/LTIP funds are granted, how soon after the Project Agreement is completed would a construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)
- 10 Points - Will definitely be awarded in 1992
 - 5 Points - Some doubt whether it can be awarded in 1992
 - 0 Points - No way it can be awarded in 1992
- 15 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.
- 15 Points - Poor condition
 - 10 Points - Fair to Poor condition *
 - 5 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

- 1 4) If the project is built, what will be its effect on the facility's serviceability?

5 Points - Significantly effects serviceability (add lanes)
4 Points -
3 Points - Moderately effects serviceability (widen lanes)
2 Points -
1 Point - Have little or no effect on serviceability

- 1 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

3 Points - 50% and over
2 Points - 30% to 49.9%
1 Point - 10% to 29.9%
0 Points - Less than 10%

- 6 6) How important is the project to the health, welfare, and safety of the public and the citizens of the District and/or the service area?

10 Points - Significant importance
8 Points -
6 Points - Moderate importance
4 Points -
2 Points - Minimal importance

- 6 7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

- 1 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, Federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 10 points.

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS

- 0
- 9) Has any formal action by a Federal, State, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures and moratoriums on building permits in a particular area due to local flooding downstream. Points can be awarded ONLY if construction of the project being rated will cause the ban to be removed.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

- 8
- 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria includes traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

- ~~★~~
3
- 11) Does the infrastructure have regional impact? Consider originations & destinations of traffic, size of service area, number of jurisdictions served, functional classification, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

TOTAL AVAILABLE POINTS:

PROJECTS FUNDED BY GRANTS = 93 POINTS

PROJECTS FUNDED BY LOANS OR CREDIT ENHANCEMENTS = 98 POINTS